

## Letter from Mabel Hubbard Bell to Alexander Graham Bell, December 7, 1918, with transcript

Letter from Mrs. Alexander Graham Bell to Dr. Alexander Graham Bell. Beinn Bhreagh, near Baddeck, Nova Scotia. Dec. 7, 1918. My darling Alec:

Casey was so pleased with your telegram to me and quite worked up over the idea of taking the machine down. He told me to tell you a month, but I preferred to be on a safer side and so telegraphed six weeks which it seems to me is a narrow margin, for there is the taking of it apart and fitting it up again for different motors plus the actual bringing down about which there can be no prophesying. He says they carried 80 foot submarine chasers overland from Quebec to Halifax last winter and he thinks the Munition Board would lend us the special cars constructed for these. The outriggers would need to be detached and hoisting-machinery built at Iona to lift the hull into the car, but that need not take much time. He would need to bring down our own trained men, so it sounds like quite an expensive operation. Also he does not know where it could be tried out very well in Washington without annoying publicity and interference from "we know it all jackanapee" in the Navy Dept. He is rather inclined to think it might pay better to take it right down to Maine if there is a govt. naval station there, as there is the further possibility of the Potomac freezing over. He would want to bring it back and continue experiments here as the work can be done more advantageously here than anywhere else. What he would like would be the 20 thousand dollar appropriation and a naval designer 2 to come up and work with us. He could be ready for experiments about the middle of April. All he has done to get the 45 records was to fine up all the hydro surfaces and put the new steel rear surfaces you know about. Now he has set the hydro surfaces at an angle of 3° and had her out yesterday, Friday, morning and I saw her. He says she was much harder to raise, it required nearly full power to get her over the "hump" but once over she went with only about half viz., she went nearly up to 2200 before getting up and was going at 1700 at 45.

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There was so much wind when she got up that he was afraid to stay out long enough for a measured run, but he thinks she went faster than 45. I didn't see the 45 and so can't judge, but she certainly bore down and passed us like an express locomotive and was higher up than I ever saw her, it looked to me like 3 feet.

Mail.

Love. Mabel.